aken to
said that the proposed line, which would pass through thickly populated dustless
would form a useful feeder to the main line. He, therefore, suggested the ap ve was
ment of a committee consisting of officials and non-officials to investigate and re osed
on the proposal. er-

As regards the eastern *pakuthies* of the Changanachery taluk in particular, the Member represented that the people, who were mainly agriculturists, had very few cartable roads except the K. K. road for the transport of their products. He, therefore, prayed for the following public works.

(*a*) *Tampalakkad trace.*—The Member said that a portion of that road was made cartable by private enterprise two years ago and that what was now prayed for was to take over the finished portion for departmental maintenance and to construct a small culvert on the second furlong of the 1st mile.

(*b*) *Kadayinikkad trace.*—The Member prayed that that trace might be improved and made cartable, as it was the only available road in the *pakuthies* of Vazhur and Vellavur covering a total area of about 30 square miles. The people living in those *pakuthies*, who were agriculturists, had to make use of the existing trace, for reaching the public markets and public offices at Kanjirapalli, Ponkunnam and Manimala.

(*c*) *Charuvalli Vellanadi road.*—That road formed the middle portion of the Mundakayam-Ranni road. The whole distance from Mundakayam to Ranni except the portion from Vellanadi to Cheruvalli had already been made cartable and the portion still remaining to be improved was only five miles long. The Member also added that Mr. J. R. Vincent, Member, Mundakayam Planters' Association, had represented the matter at four successive sessions of the Assembly, with the result that the line had already been traced and surveyed. He, therefore, prayed for the completion of the road.

Dewan's reply.—In regard to the Kanjirapalli-Tampalakkad trace, the portion that is fit for cart traffic will be taken over for maintenance at once.

The next thing is the conversion of the Kadayinikkad trace into a road. I understand that two deviations are necessary in the line of the opened road and that these have been demarcated on the ground. This trace will also be taken over for maintenance when these deviations are cut and opened by the people.

In regard to the Cheruvalli-Vellanadi road, the earth work for forming the road is estimated to cost about Rs. 4,000. Provision will be made for it and the work executed. Bridges will have to wait ; ramps will be put up for the present.

In regard to the railway, as I have said in my Address, a reconnaissance survey of the line from Kottarakara will be made. We are writing to the Government of India for sanction. The preliminary survey of the Trivandrum-Nagercoil line will not take more than three or four months. As soon as that is over, the reconnaissance of the other line will be started. A reconnaissance survey means a survey of alternative lines with a view to select the best one. We have to decide which line is the best from an engineering point of view, administrative point of view, economic point of view and so on. That survey will be undertaken as soon as the present survey is finished, and then it will be a matter for consideration as to which line should he taken up first for construction. You have suggested a branch railway from Mundakayam to Kottayam alongside the Kottayam-Kumili road. I do not think it will pay. Anyhow it will have to wait until the others are disposed of.

are not unmindful of the needs of North Travancore.

ommunication in North Travancore, with special reference to the y, the Kottayam-Alleppey road and some local roads and

side. The

ealthy and insanitary and Member, Nominated) began first by comparing the re-
was removed from its present Travancore as regards area, population and means
would migrate thereto with gr t that, out of a total extent of 7,625 square miles;

LIBRARY ARCHIVES Kerala Legislative Assembly

Travancore had an area of not less than 5,507 square miles, whereas that of conditi Travancore was only 2,118 square miles. Again, of a total population of 40 at the last Census, North Travancore showed 25 lakhs and South Travancore tioy 15 lakhs. In regard to means of communication, the total number of miles of main roads in the State was 2,561, of which South Travancore came in for 1,379 miles, against 1,182 miles in North Travancore. If the total length of main roads in the 8 taluks of Central Travancore and in the Devicolam Division were deducted, North Travancore proper had only 579 miles of roads. Again, out of a total of 204 miles of canals, 67 miles were in South Travancore, 79 miles in the taluks of Karunagapalli, Kartikapalli and Ambalapuzha, and 58 miles in the taluks of Changanachery, Alangad, Parur, Vaikam, Ettumanur and Kottayam. From those figures, the Member contended that the Government were according preferential treatment to South Travancore in the provision of means of communication. As additional instances in favour of that contention, the construction of the Quilon-Trivandrum Railway and the proposed line from Trivandrum to Nagercoil, the construction of the Pachippara Dam and the Kodayar Irrigation works were cited by the Member. With a view to redress the grievances of the inhabitants of North Travancore, the Member suggested the following measures :

(In the first place, he prayed that the railway from Kottarakara might be extended through the centre of the State to join the Cochin line, and that the preliminary investigations might be taken up immediately and finished without delay.

(The second suggestion of the Member was that the road system in North Travancore, and especially in the Kottayam Division, might be extended and the existing roads improved and maintained. The Member also suggested that the roads lying within the limits of the various Municipalities might be left to their control, so that the Government might save some money and utilise the same for the opening of fresh roads in North Travancore. He also prayed that the portion of the M. C. road passing along North Travancore might be metalled throughout.

Thirdly, he suggested that branch roads might be opened to serve the agricultural needs of the population, especially in hilly tracts.

The fourth prayer of the Member was that minor irrigation works might be properly maintained to facilitate the cultivation of paddy, and that, as a preliminary step, a committee consisting of some members of the Economic Development Board, the Tahsildars and the leading ryots of the various taluks in North Travancore might be appointed to report on the question.

Dewan's reply.—We are aware of the disadvantages of North Travancore as regards road communications. Your suggestions will be carefully considered.

In regard to the railway, the Government have not settled which line should be taken up first. That will be settled after the surveys of the two lines are over. Government are also trying to meet the agricultural needs of North Travancore as far as possible.

Mr. Narayanan Narayanan (Member, Kottayam Taluk) began by saying that North Travancore, and especially the Kottayam Division, was backward in poi tn of means of communication, and that, though a good proportion of the State revenue was allotted to the Department of Public Works for works in North Travancore, a large portion of it was being spent for the improvement of communications in the Devicolam Division and for the Alleppey Port, so much so that what was actually spent on works in the Kottayam Division was only a comparatively nominal amount. The Member then made the following suggestions :

(1) (The railway line from Kottarakara might be extended to ...ed, and The Member remarked that, as a result of repeated represen...ately taken in Assembly and of the deputations that waited upon the Ge... Mr. Krishnan Nair, replied that the extension of that ...om station of the aerial mediately after the Quilon-Trivandrum line had been ... Hills, to join the main line now decided that the survey of that line need be tak...mber observed that at present Nagercoil line was finished. He prayed that the li... transported down to Kotta... ...e agricultural population and

LIBRARY ARCHIVES Kerala Legislative Assembly

might be taken up immediately even at the postponement of the Trivandrum coil line and completed without delay.

2. A road might be constructed from Kottayam to Alleppey. That the Member said, had been discussed at various sessions of the Assembly, an result of a representation made at the eighteenth session, the Dewan inspe localities through which the alignment was proposed. The Member referre Government having realised nearly Rs. 2 lakhs from the auction sale third period Vembanad Reclamation C. Block and prayed for the early con of this road.

3. A bridge might be constructed at the Illikkal crossing. He said tha bridge would prove highly useful, especially when the Kottayam-Alleppey came to be constructed. A foot bridge at the crossing had already been sanctionhad but a cartable bridge would alone be of service. He, therefore, prayed that the necessary estimates for the work might be called for without delay.

4. *The Kottayam-Kumarakam road* might be improved. As a result of repeated representations at various sessions of the Assembly, a conference was held in 1086, and at that conference, the construction of that road was one of the three subjects taken up for discussion, the other two being the Alleppey-Shertallai canal and the Arattuvetti canal.

5. The approach road to Kumarakam might be extended for a length of three furlongs to the south and a landing ghat might be constructed at the southern end, as also a foot bridge at the northern end where the approach road began.

6. The road from Vaikom to Vetchur might be extended to a distance of 3 or 4 miles so as to meet the Kumarakam road.

7. The two curves in the Chengalam river following from the Illikkal river to the Vembanad lake might be straightened.

8. The Mavelimuttu *thodu* running eastward from the Illikkal landing might be extended so as to connect it with the adjoining river.

9. The road from Kottayam to Aimanam might be completed.

10. The 6-feet trace from Olassa to Chengalam and thence to Tiruvarpu might be improved.

11. The bridge at Kodakampadikkal might be completed and the road thence to Kallumkaltara extended.

12. The Velur road might be extended along the bank of the Puthan *thodu* as far as the site of the old bridge known as the Kanjirattinpalam.

13. The ryots' road, ten miles long, from the 4th mile of the Ponkunnam-Lalam road, to the 4th mile, Manarkad-Kidangur road, should be taken up for departmental maintenance.

14. The trace from the bridge across the Konathattu river in Kumarakam to Kollikkal might be improved and the Valiakulam at Tekkumbhagam in Kumarakam might be deepened and improved. His information was that the necessary estimates had been called for for the above work. He, therefore, requested that those two works might be executed during the current Malabar year.

15. Contracts for public works might be given to local inhabitants.

16. In the case of local investigations in regard to matters discussed at each session of the Assembly, such investigations might be made with the knowledge or in the presence of the Member representing the matter and that his views might be ascertained before the matter was finally disposed of.

Dewan's reply.—I do not propose to give a separate reply in respect of each of the various minor works mentioned by you. You know Messrs. Natesa Aiyar and Kurien. Mr Kurien is a native of Kottayam. You may keep reminding them about these works. They are sure to do them one by one.

As regards the railway, I think it would be rash to make any promise at this stage as to which railway is going to be constructed first and when. You require first of all a survey. All the preliminary information required has to be first gathered.

LIBRARY ARCHIVES Kerala Legislative Assembly

The Kottayam-Kumarakam-Alleppey road is a big project. It is one which
condition very careful investigation and to which Government would pay special
at the
tion 15 lakhs.

Extension of the railway from Kottarakara to Alwaye.

main road
miles, ag*Mr. K. S. Raman Pillai.* (Member, Municipal Council, Alwaye) represent-
in the S the question of the construction of a railway from Kottarakara to Ernaculam
North Tr discussed at several previous sessions of the Assembly, and that the importance
204 mil question had already been brought home to the Government. He referred to
Karunapresentations on the subject made by previous speakers and said that he would
nacheryeiterate the arguments advanced by them, but would observe that the Govern-
the Mo had not as yet enunciated any definite policy on the question. In his present
Saddress, the Dewan had not made any reference to the Cochin Harbour Scheme, but
had simply stated that the question of conducting a reconnaissance survey of the proposed Quilon-Ernaculam railway would be taken up after the completion of the survey of the Nagercoil line. So, it was clear that the Government had not formulated any definite policy on the subject of extending the railway to North Travancore. The Member remarked that Government should have already obtained the necessary sanction from the Government of India for that work along with the sanction for the survey of the Trivandrum-Nagercoil line and that the former should have been given precedence for the following reasons. In the first place, the construction of the said line, besides opening up Central and North Travancore, would find a market for the raw produce of those regions and serve to develop the resources of the State. Further, it would, when connected with the Shornore-Cochin Railway, link the Travancore line with the Madras and Mangalore lines. Almost all the important towns in Central and North Travancore were at present commercially in touch with the Cochin Port and the future development of all those places depended on the commercial activities of Cochin, especially when it developed into a harbour. The scheme was, therefore, bound to be a paying concern. He, therefore, represented that, unless that line was opend up simultaneously with the opening of the Cochin Harbour, the country would be considerably handicapped in the matter of its commerce.

The Member then observed that the State had already spent a lot of money for public works in South Travancore. Its attitude towards the Trivandrum-Nagercoil line indicated that the Government were prepared to spend even more in that part of the country. The people of Central and North Travancore clamoured for means of communication, but their representations had so far been only a cry in the wilderness.

With regard to the financing of the proposed scheme, the Member suggested that the Government should either float a company or raise a debenture loan. He thought that, judging from past experience, the idea of raising a debenture loan would meet with complete success; for, though the majority of the people were not directly benefited by the construction of the Quilon-Trivandrum line, all of the willingly co-operated and contributed towards the loan raised for the construction of that line, and there was no reason to suppose that the new venture would not receive a similar welcome at the hands of the public.

In conclusion, the Member requested that, since Central and North Travancore were inadequately served by means of communication, the Government should start a reconnaissance survey forthwith, and complete the work of the proposed railway line in the near feture.

Dewan's reply.—I have already given the necessary answer to Mr. Raman Pillai in my opening Address. The matter is engaging the earnest attention of the Government.

The Assembly adjourned at 5-45 P. M.

LIBRARY ARCHIVES Kerala Legislative Assembly